



MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

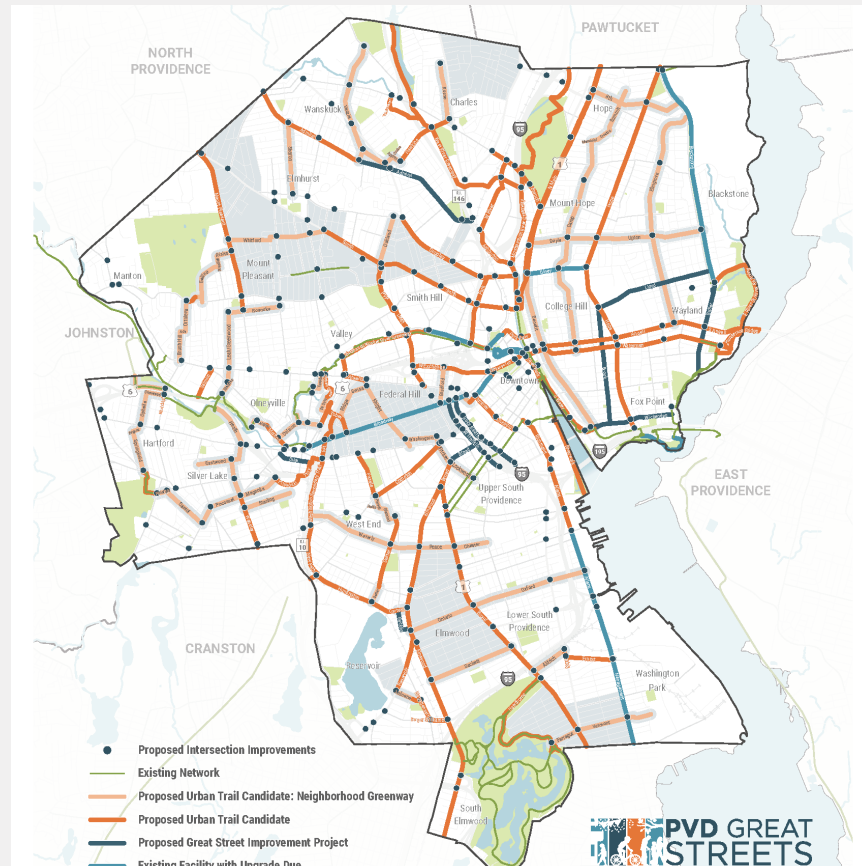
SOUTH WATER STREET IMPROVEMENTS

Department of Planning + Development

Alex Ellis, Principal Planner

August 2021





Network Map from Great Streets Plan

Plan released January 2020 details citywide network of quiet neighborhood streets & separated bike lanes.

Orange = new route, Blue & Green = existing route



Downtown Great Streets map

Plan released January 2020 details citywide network of quiet neighborhood streets & separated bike lanes.

Orange = new route, Blue & Green = existing route



2021 Great Streets Projects

Downtown Safety Improvements planned for Summer-Fall 2021, circled in red above.

Community Engagement

- **Jun 17, 2021** – Pre-construction public meeting
- **Jun 24, 2020** – Bicycle & Pedestrian Advisory Commission design review of South Water St
- **Jun 23, 2020** – Ward 1 virtual neighborhood meeting on South Water St
- **Jan 15, 2020** – Bicycle & Pedestrian Advisory Commission concept review of South Water St
- **Mar 18, 2019** – Great Streets Plan workshop at 444 Westminster St



Earlier traffic study

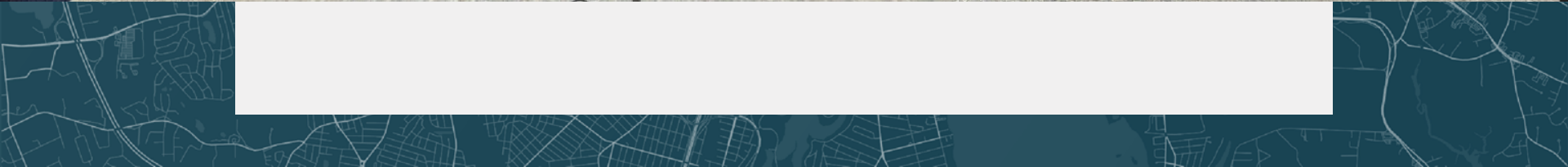
- Conducted March 2020 before pandemic
- AM Peak: **146** cars/hr
- PM Peak: **329** cars/hr
- Capacity of one lane: **750** cars/hr
- Parcel 6: **87** cars/hr total entering
- Traffic signal at Wickenden extends green longer when more backup on South Water

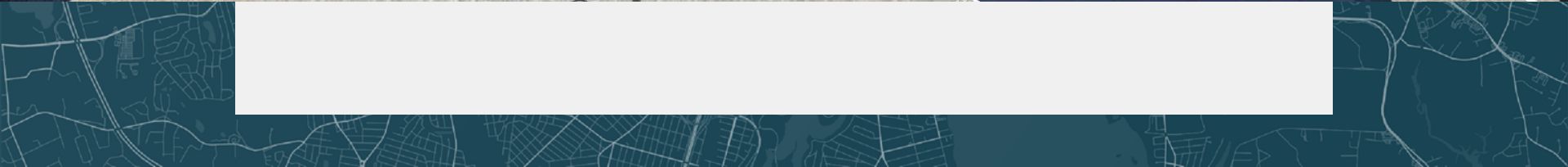


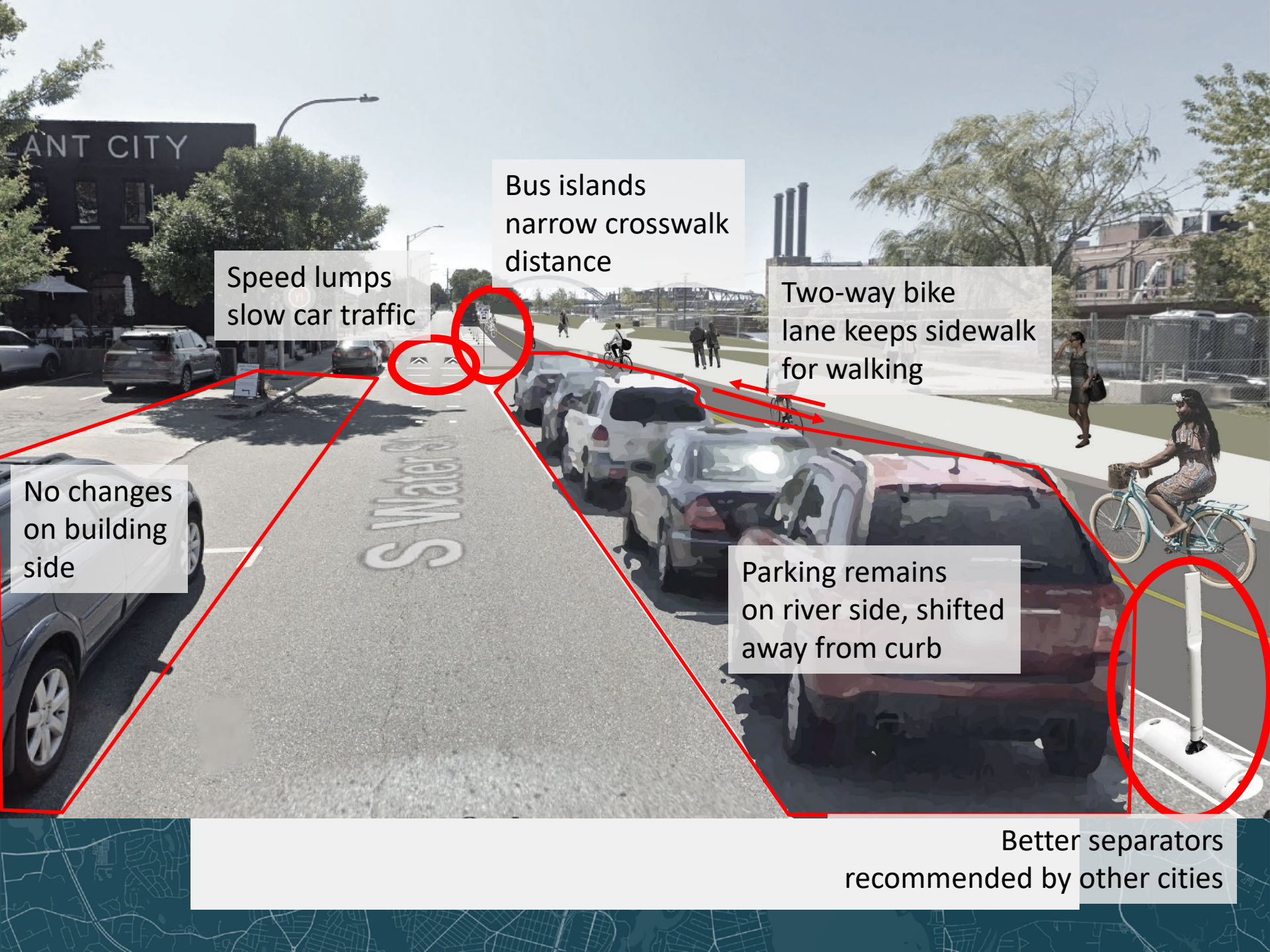
Further traffic study

- July 2021 count + ongoing spot counts
- Highest verified count: **509** cars/hr (July 2021)
- Capacity of one lane: more complicated than single number, requires expert analysis to determine
- Engineers reviewed all data and confirmed that one lane can handle existing and projected volumes
- Expediting additional engineering review to confirm
- Roadway capacity much more about Wickenden light than number of lanes north of Dollar Street
- Maintaining two lanes for last block, closest to signal









PLANT CITY

Speed lumps
slow car traffic

Bus islands
narrow crosswalk
distance

Two-way bike
lane keeps sidewalk
for walking

No changes
on building
side

Parking remains
on river side, shifted
away from curb

Better separators
recommended by other cities



New style of separation

Other cities have recommended modular hard plastic curbing units such as Tuff Curb XLP, pictured above, which are designed to withstand impacts that occur regularly in the roadway.

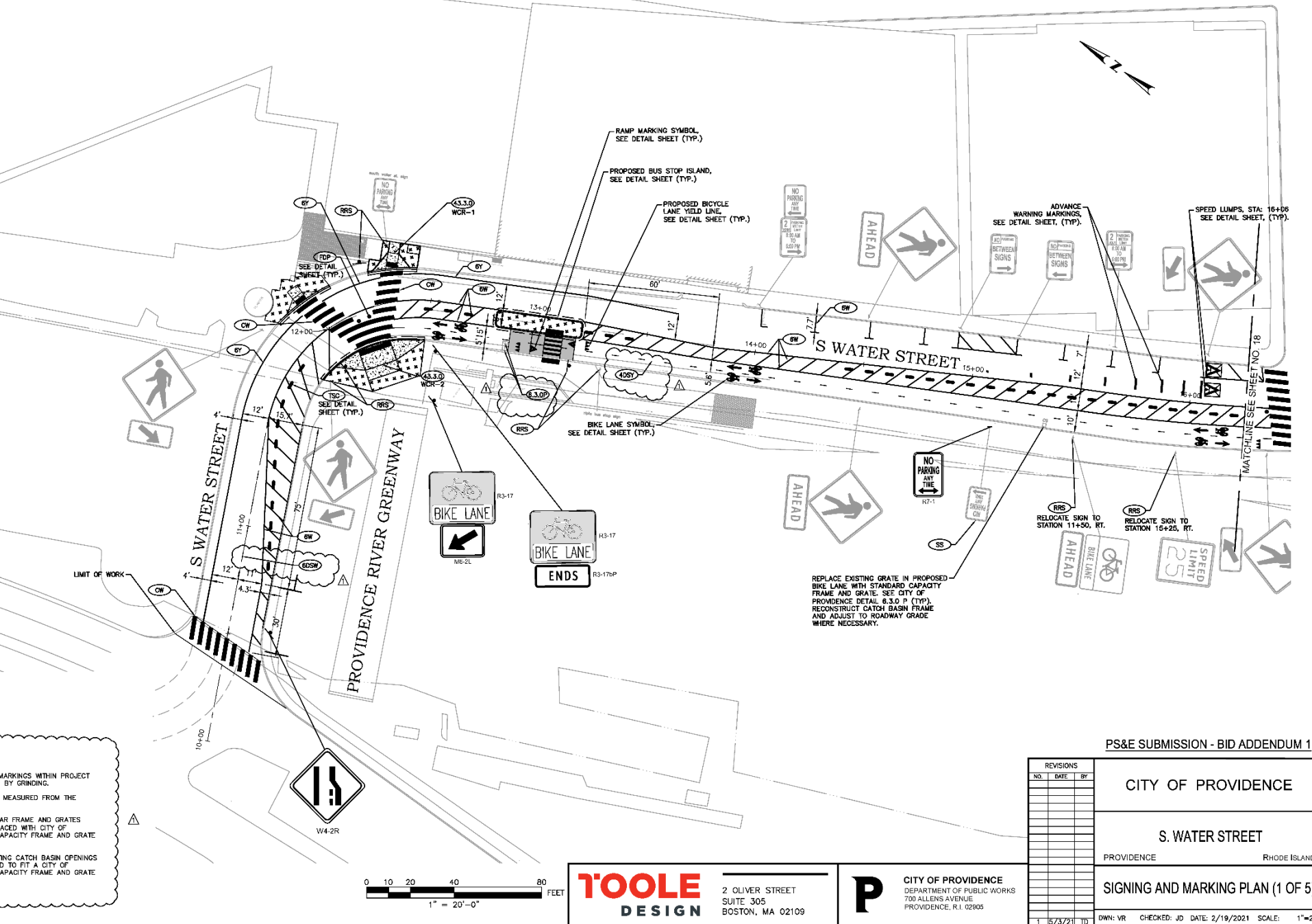
Adjustments for recent business concerns

- Verifying congestion impact
- Studying potential to adjust Wickenden traffic light to minimize South Water backups from there
- Adjusting delineators to accommodate large vehicles in 121 S Main loading dock
- Potential adjustments to loading zones so delivery vehicles don't double park
- Waiting on speed lumps until we evaluate effect of other improvements

PLANS



MARKINGS WITHIN PROJECT
BY GRINDING.
MEASURED FROM THE
CATCH BASIN OPENINGS
D TO FIT A CITY OF
CAPACITY FRAME AND GRATE.



PS&E SUBMISSION - BID ADDENDUM 1

REVISIONS			CITY OF PROVIDENCE	
NO.	DATE	BY	S. WATER STREET	
			PROVIDENCE	
			RHODE ISLAND	
			SIGNING AND MARKING PLAN (1 OF 5)	
			DWN: VR CHECKED: JD DATE: 2/19/2021 SCALE: 1"=20'	

THANK YOU

City of Providence

